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IN 51952

TCR: 24/1645Z SEP 71 WP

T U P S E C R E T 241619Z SEP 71 CITE

25X1A

PRIORITY

SCOPE SAINT V

PART I

A. 3-71

B. SCOPE SAINT V

C. AS REQUIRED

PART II

A. TO DEPLOY U-2R AIRCRAFT, NECESSARY PERSONNEL AND MATERIEL FROM EDWARDS AFB, CALIFORNIA TO

PURPOSE OF

25X1C

DEPLOYMENT IS TO 1.) EXERCISE DEPLOYMENT CAPABILITY AND PROVIDE OPPORTUNITY TO IDENTIFY AREAS TO IMPROVE CRISES RESPONSE CAPABILITY, 2.) CONTINUE CONTROLLED EXPOSURE OF PARTICIPATION IN U-2 OPERATIONS, AND 3.) PROVIDE OPPORTUNITY TO EVALUATE U.S. ABILITY TO

25X1C

INTERFACE WITH AIRFIELDS AND EQUIPMENT.

B. TWO FERRY MISSIONS PLUS TWO LOCAL TRAINING SORTIES.

C. SEVEN DAYS

E. 25X1C

Dir Ops	
Ops Off	1
	2
	3
	4
Flt Plan	
Ops Time	
File	

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PART III

25X1A A. []

B. USAF

C. MAC

D. USAFE

PART IV - COMMAND AND CONTROL

A. COMMAND

1. PROJECT DIRECTOR IS MISSION COMMAND AUTHORITY.

25X1A 2. [] COMMANDER WILL DESIGNATE THE DEPLOYED TASK
FORCE COMMANDER (DTFC)

B. CONTROL

1. PROJ HQS WILL MAINTAIN OVERALL CONTROL OF U-2 DEPLOYMENT
AND REDEPLOYMENT. PROJ HQS WILL DETERMINE ROUTES. (ANNEX A).
EXECUTION MESSAGE FOR THIS EXERCISE WILL BE INITIATED BY

25X1A PROJ HQS. A [] FOR DEPLOYMENT AND REDEPLOYMENT WILL
AUTHORIZE LAUNCH OF U-2 FOR FERRY MISSIONS. DTFC IS AUTHORIZED
OPERATIONAL CONTROL OF TRAINING SORTIES IN ACCORDANCE WITH
SCHEDULE AS OUTLINED IN ANNEX A, PARA A2.

25X1C 2. DIRECT OPERATIONAL CONTROL OF THE U-2 DURING FERRY MISSIONS TO
AND FROM [] WILL BE AS FOLLOWS:

(A) DEPLOYMENT

25X1A (1) [] COMMANDER, OR HIS DESIGNATED REPRESENTATIVE

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WILL RETAIN CONTROL UNTIL RADIO COMMUNICATION WITH
U-2 IS ESTABLISHED WITH THE DTFC (APPROXIMATELY
GANDER TACAN.)

(2) WHEN COMMUNICATIONS ARE ESTABLISHED WITH MISSION
AIRCRAFT, THE DTFC WILL ASSUME CONTROL UNTIL LANDING.

25X1A DTFC WILL NOTIFY [] VIA IMMEDIATE PRECEDENCE

25X1A MESSAGE (INFO [] WHEN CONTROL ASSUMED.

(3) AFTER CONTROL ASSUMED BY DTFC, [] WILL CONTINUE
A LISTENING WATCH UNTIL U-2 IS SAFELY ON THE GROUND
AND BE PREPARED TO REASSUME CONTROL IF COMMUNICATIONS
PERMIT.

25X1A

(B) REDEPLOYMENT

(1) DTFC WILL RETAIN CONTROL UNTIL APPROXIMATELY GANDER
25X1A TACAN. [] WILL ASSUME CONTROL FOR REMAINDER
OF FLIGHT TO EDWARDS ONCE COMMUNICATIONS ARE ESTABLISHED.

25X1A DTFC (INFO [] WILL BE NOTIFIED WHEN CONTROL

25X1C ASSUMED BY [] [] WILL CONTINUE

25X1A TO MONITOR UNTIL SUCH TIME AS STATION MUST
CLOSE DOWN TO MEET C-141 LAUNCH TIME.

3. AUTHORITY TO CANCEL OR DIVERT HAS DIRECTED FERRY FLIGHTS

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FOR REASONS OF WEATHER OR OTHER FACTORS INVOLVING SAFETY OF FLIGHT IS VESTED IN COMMANDER WHO IS EXERCISING DIRECT OPERATIONAL CONTROL.

C. RECALL

U-2 RECALL MAY BE INITIATED BY EITHER PROJ HQS, COMMANDER OR DTFC DEPENDING UPON CIRCUMSTANCES AS FOLLOWS:

1. VOIDED MISSION APPROVAL OR LAST MINUTE POLITICAL CIRCUMSTANCES. PROJ HQS WILL RECALL.

2. OPERATIONAL CONSIDERATIONS (WEATHER OR ANY FACTOR INVOLVING SAFETY OF FLIGHT) - U-2 MAY BE RECALLED TO BASE OF DEPARTURE OR DESIGNATED ALTERNATE BY COMMANDER RESPONSIBLE FOR DIRECT OPERATIONAL CONTROL.

3. SEE ANNEX D, COMMO, FOR SPECIFIC RECALL PROCEDURES.

25X1A 4. RECALL OF SUPPORT AIRCRAFT WILL BE ACCOMPLISHED BY PROJ HQS IF CIRCUMSTANCES WARRANT.

PART V - SEE ANNEX A

PART VI - ANNEXES BY SEPARATE MESSAGES

A. OPERATIONS

E. INTELLIGENCE

C. SECURITY

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D. COMMUNICATIONS

E. MATERIEL

F. ADMINISTRATION

G. COVER

H. WEATHER

T O P S E C R E T